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# WINNING

July, 1961

Volume 38, No. 7

**rugged equipment for tough jobs...**



Allis-Chalmers HD-21 . . . Thompson & Phillips Clay & Coal, Inc., Philipsburg

A-4839A

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# COAL MINING

Vol. XXXVIII July, 1961 No. 7

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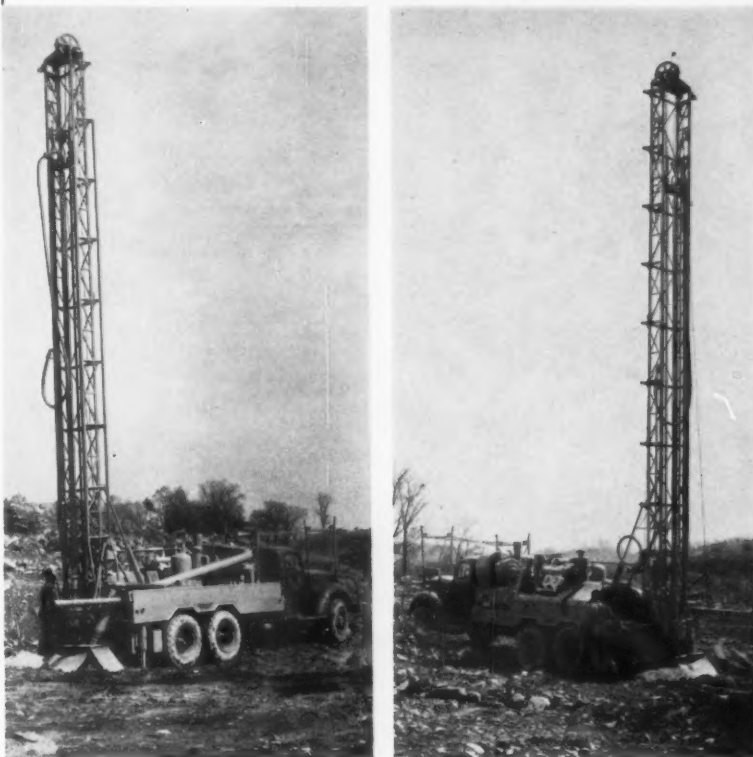
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Davey Model 8-MA at U.S. Coal Co., Holloway, Ohio.

For more economical, faster drilling . . . increased production at reduced costs, leading strip operators rely on Davey.

Suitable for mounting on any make of truck, Davey Rotary Drills move fast between blast holes . . . are ideal for low cost core drilling with air . . . easy to set in drilling position.

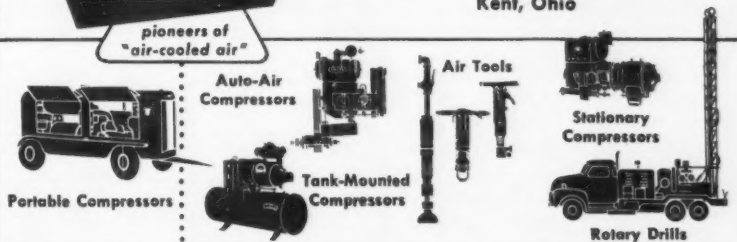
Daveys are offered in 8 different truck-mounted models—air blast, mud pump or combination types. Rated capacities to 3,500 ft. Features include choice of power take-off or separate power unit operation, automatic hydraulic feed with manual override, heavy-duty rotary table and rugged tubular box-type mast. Tractor mounted drills also available.

A-232A

Write for Bulletin E-702S!



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Kent, Ohio



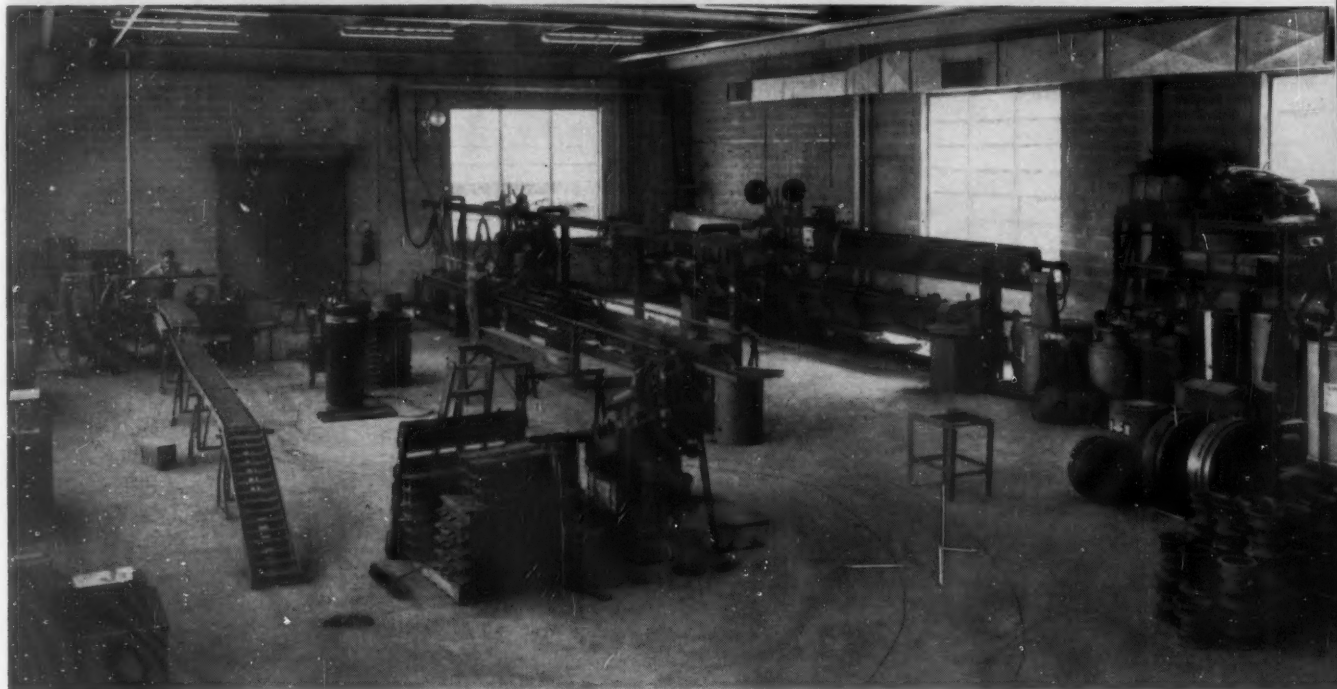
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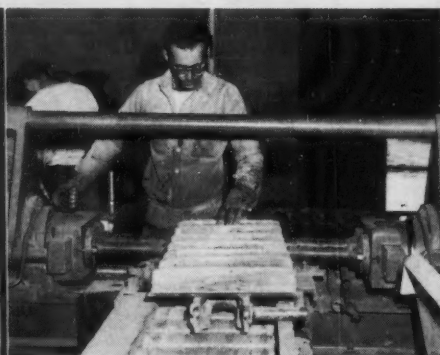
*Custom*  
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saves you time and money  
with remanufactured guaranteed  
parts and assemblies

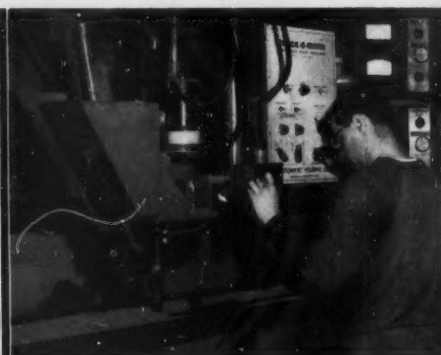
.... the amount of profit you make  
depends to a large extent upon  
getting the most out of the money  
you invest in undercarriage parts.



Each Beckwith-rebuilt roller is flame-hardened and precision ground. This high speed grinder machines welded rollers to original Caterpillar specifications assuring perfect flange alignment. Each step of Custom Track Service is carefully checked by gauges, testing devices and trained inspectors.



150 ton track pin and bushing press precisely assembles and disassembles tracks... eliminates broaching of track links. Custom work assures perfectly aligned bolt holes and links that do not bind against bushings.



A special welding rod and flux combination gives a layer of metal of extreme hardness on links, yet the core remains tough, ductile and impact-resistant. Photo-electric eyes guide the twin welding heads, skipping spaces between links. Two of these automatic rail-rebuilding machines work around the clock to speed your rails back to work.



# offers **FASTER REBUILDING** OF TRACK PARTS.....AT LOWEST COST **WITH SAME HIGH QUALITY**

"Lowest operating costs per hour! That's what you get when you convert your worn Caterpillar-built track parts into renewed parts through Beckwith's new automatic welding department. Relocating our Pittsburgh plant has given us the opportunity to expand our space, add new time-saving equipment and streamline our operations to cut costs for you with our improved Custom Track Service.

## HIGHEST QUALITY.....REASONABLE PRICES

"This modern facility enables us to rebuild links, rollers and idlers at but a fraction of new parts costs. Yet Beckwith's custom renewed undercarriage components give service almost equal to new. Many of our owners have come back time after time with additional jobs because of their satisfaction with our work.

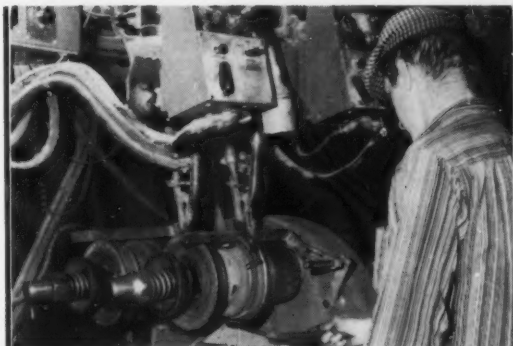
## FREE PICK-UP AND DELIVERY ON COMPLETE UNDERCARRIAGE JOBS

"Beckwith's specially equipped truck will come to your job site or shop to pick up complete track remanufacturing orders . . . at no additional cost. Delivery will be made promptly after quality rebuilding has been accomplished.

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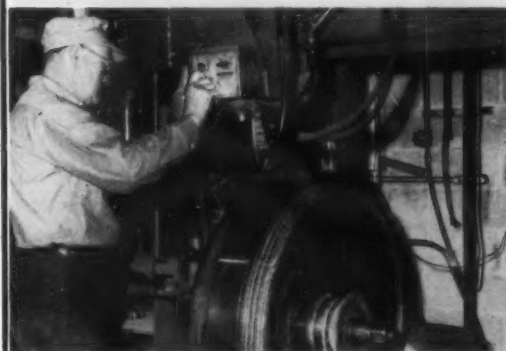
"In addition to our parts and service managers at each Beckwith service center, we have six factory-trained field representatives waiting to help solve your undercarriage problems. They are on call to advise proper time to rebuild . . . and with no obligation to you. Stop in to see our new welding facilities and see for yourself how we can save you time and money." . . . . . Jim Simmers, Weld Shop Foreman.

**WRITE FOR MORE INFORMATION TODAY.....**



▲ A submerged arc builds up rollers in continuous weld-cool-weld cycle that produces a superior deposit and prevents porosity and cracking.

▼ No low or high spots, on Beckwith-remanufactured idlers. Special materials put a surface on rollers and idlers comparable in hardness to the original part.



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BECKWITH MACHINERY COMPANY  
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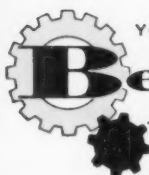
- ☐ Rollers for \_\_\_\_\_ (make, model tractor)  
☐ Idlers for \_\_\_\_\_  
☐ Rails for \_\_\_\_\_

Others \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_



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## Do You Know?

● U.S. schools need to focus on developing the ability to think as the central purpose of teaching efforts, the Educational Policies Commission said today.

The 19-member independent deliberative body, composed of outstanding educators, issued a statement citing "the development of rational powers supported by substantive knowledge" as the key to strengthening all other educational purposes and better achievement of all traditional school obligations.

They compared human rational powers to "the hub of a wheel," stressing that persons with such powers can live to the fullest.

"And the society which best develops the rational potentials of its people, along with their intuitive and aesthetic capabilities, will have the best chance of flourishing in the future," the Commission said.

Commission members said studies of "an abstract subject like mathematics or philosophy" do not necessarily add to reasoning powers. The ability to analyze, deduce or infer may come from work in "aesthetic, humanistic and practical fields, which also involve perception of form and design," as well as from mathematics studies.

"Music, for example, challenges the listener to perceive elements of form within the abstract. Similarly, vocational subjects may engage the rational powers of pupils."

The Commission urged extended research on learning processes, aimed at "constantly higher levels of aspiration and attainment" for everyone.

"There is no upper limit to human ability, and much of what people are capable of doing with their minds is probably unknown today," they said.

Members rejected "the idea that a few should be educated and that the majority should be trained." All pupils, they said, "have latent, unrealized powers of creativity." They called for an educational program "suffused with creativeness and innovation," rather than "a narrow and exclusive intellectualism."

They said pupils who develop the ability to think and "learn to apply it to all the problems that face them" will have a solid basis for competence in other traditional school areas — development of good mental and physical health, worthy home membership, vocational competence, effective citizenship, intelligent use of leisure time, and development of ethical character.

Copies of the Commission report, "The Central Purpose of American Education,"

## HERE AND THERE IN THE COAL INDUSTRY



**Darrell E. Albert, Manager  
Chicago District Sales Office  
Mine Safety Appliances Company**

● Darrell E. Albert has been named manager, Chicago District Sales Office of Mine Safety Appliances Company, Pittsburgh. He was formerly product line manager of gas masks and respirators at the company's headquarters. He replaces C. R. Dever who has been transferred to Pittsburgh as manager of sales promotion.

Mr. Albert will direct sales, service, and consultative activities for the company's full line of products in a territory covering all of Illinois and Wisconsin, and parts of Indiana and Michigan.

are available at 35 cents each from the National Education Association, 1201 16th Street, N. W., Washington 6, D. C. Dr. Benjamin C. Willis, general superintendent of Chicago schools, heads the Commission.

● Tourniquets are "almost never necessary," Dr. R. Arnold Griswold, University of Louisville School of Medicine, Louisville, Ky., told the American Acad-

A native of Weirton, West Virginia, Mr. Albert attended Carnegie Institute of Technology and Rose Polytechnic Institute. He joined Mine Safety Appliances Company in 1950 and held various sales engineering positions before being appointed product line manager in 1957.

He is a member of the American Society of Safety Engineers.

● George E. Enos of Cleveland, Ohio, was elected chairman of the NCA Board of Directors as the Association wound up what many longtime members called the most successful convention in its 44-year history. Mr. Enos, who previously served as vice chairman of the NCA Board and still earlier as treasurer, is president of The Enos Coal Mining Co. As NCA chairman, he succeeds Herbert E. Jones, chairman of the board of Amherst Coal Co., Charleston, W. Va.

H. Vernon Fritchman, executive vice president of Rochester & Pittsburgh Coal Co., Indiana, Pa., succeeds Mr. Enos as vice chairman. Stephen F. Dunn was re-elected full-time president of NCA and Thomas Howarth was elected secretary-treasurer. The by-laws were amended so that henceforth the office of treasurer will be held by a member of the NCA staff.

emy of General Practice.

Minor arm and leg wounds may be very dangerous, Dr. Griswold said, but elaborate first-aid measures often do more harm than good. The indiscriminate use of a tourniquet can be damaging.

Preventing further contamination and hemorrhage in such wounds can best be achieved by simply applying a "voluminous sterile pressure dressing," he explained.



Here, the THRU-STEEL Dust Collector is mounted on a continuous miner. Roof bolt drills and dust collectors on both sides of the machine help keep roof bolting up to or ahead of the miner.

*For maximum efficiency*

## New M-S-A® Collector sucks dust through drill steel —speeds roof bolting, improves safety

The M-S-A® THRU-STEEL\* Dust Collector helps keep roof bolting up to or ahead of the mining cycle.

With old style collectors, time wasting set-ups are necessary to raise the dust collecting head against the roof. Not so with THRU-STEEL Collector. Collector cup and jack assembly are eliminated. Dust is sucked into the tubular drill steel through narrow slots below the bit, and quickly conveyed through the drill steel to the collecting tank. Smooth round drill steel, used with this system, is easier to handle than scrolled augers. Steels can be added and withdrawn easier, faster, and more efficiently.

THRU-STEEL Collector assures

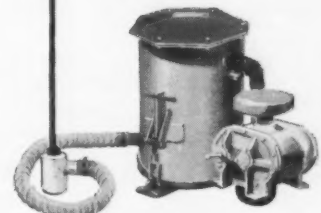
\*Trademark

safe, proper dust control because bolt hole drilling and dust collecting operations are integrated. Cleaner, safer working conditions, with better visibility result. Drill steels are safer to handle. No scrolls to snag gloves, sleeves, or clothing.

The M-S-A® THRU-STEEL Dust Collector installs on any roof bolting machine or continuous miner equipped with roof drills. Various lengths of drill steel make it adaptable for high or low seams. If you have the M-S-A® Bolt-Hole Cleaner, it can be converted to a THRU-STEEL Collector easily, inexpensively. Call your MSA Representative for all the facts, or write us for bulletin.

This is the THRU-STEEL system. It consists of the bit, drill steel, chuck adaptor, rectangular or cylindrical collecting tank, vacuum pump, relief valve, and silencer.

**USBM Approved**



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Sydney, N. S., Vancouver, Winnipeg





## BIG IMPROVEMENTS THAT YOU CAN BARELY SEE INCREASE D6, D7 LINK LIFE AS MUCH AS 25%

Seldom can you buy a new and improved part — one that lasts up to 25% longer — and, at the same price as the old one. But that's exactly what has happened with track links for Cat D6 and D7 Tractors.

Like most design advances in our parts, the improvements in the two links may be barely noticeable when you set them beside the previous designs or against those now made by other manufacturers. But it's a different story when you bolt them to your tractor undercarriage and compare their life span, your cost per hour, or even when you look under the paint with the help of a metallurgist.

Take the new D6 link, for instance: its rail wear case, which takes the grinding of track rollers, is now "Hi-Electro" hardened to almost a file-like wear resistance of Rockwell C 54. And the hardening on *top and sides* of this vital wear area goes *twice as deep* as any other manufacturer's link. Result: an average of 25% more life over the former links was accumulated in field tests . . . on your D6s, 955s or 561s, you may get even more.

The new, more massive link for D7s, 977s and 572s is also tops in its class for depth and uniformity of rail wear case hardness. The rail is 12% thicker, and the strut

*No matter how you cut it, the rail of a genuine Caterpillar D6 or D7 track link will reflect a uniform, deep hardness pattern equal to a Rockwell Hardness Rating of C 54 on top and sides.*



32% thicker. You can expect longer life, with little chance of rail "peening" over, and no worry about link distortion when you bring them in for rebuilding.

Try these new links and other improved undercarriage parts continuously being developed by Caterpillar. It's all a part of our Custom Track Service . . . the practical approach to lowering your costs. Our undercarriage specialists are available to save you money with recommendations tailored to your specific problems. Call today for Custom Track Service!

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### PARTS YOU CAN TRUST



... COST LESS PER HOUR

**BECKWITH MACHINERY COMPANY**  
Pittsburgh, Clearfield, Bradford, Erie,  
Somerset, Pa.  
Clarksburg, W. Va.

**CLEVELAND BROS. EQUIP. CO., INC.**  
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Philipsburg, Pennsylvania

**OHIO MACHINERY CO.**  
Cleveland, Cadiz, Youngstown, Ohio

**WALKER MACHINERY CO.**  
Charleston, Parkersburg, W. Va.

# Supreme Court Ruling On Depreciation

Coal mines will be effected by the decision recently handed down by the United States Supreme Court on depreciation.

by Paul Lockwood

Even though the Supreme Court did not name the coal mining industry specifically in its decision, there are many implications that can either increase or decrease your income taxes. Here are some questions and answers on how this new decision will effect your income tax accounting and payments.

## What is the ruling made by the Supreme Court?

The Internal Revenue Service argued, and the Supreme Court upheld, that the useful life of a depreciable asset means the normal time a taxpayer uses the asset — not the asset's normal physical life.

For instance, if you normally trade-in some equipment every four years, you would be entitled to use this as the useful life in determining your annual depreciation deduction. This applies even though the physical life of the equipment is ten or twenty years.

## Does this ruling increase or decrease taxes?

It depends. If you have been using the ten-year useful life for the equipment, you would have a 10% annual deduction for depreciation. Under the Supreme Court decision you would now be able to use the normal four-year base period of useful life to you, and deduct 25% each year as an expense of doing business from your income tax.

This example is based on the straight-line depreciation method (an equal deduction each year of useful life). It does not take into consideration special provisions of the accelerated depreciation meth-

ods, or the salvage value of your equipment when you sell it after four years.

## How does this decision effect the accelerated depreciation methods?

There are two basic rules that must be considered in using the accelerated depreciation methods:

1. The equipment must have an estimated useful life of at least three years and at least six years for the special 20% initial allowance deduction granted recently in the Code revision.
2. The salvage value of the depreciated equipment must be taken into consideration.

Thus, if your equipment has a physical life of ten years it would qualify for the accelerated depreciation methods. However, if your usual practice is to sell or to trade every two years, you could not qualify to apply the double-declining-balance method or the sum-of-the-digits method in calculating your depreciation.

If your usual practice is to sell or to trade every four years, you could apply the accelerated depreciation methods, but you could not take the extra 20% deduction the first year because it does not meet the six year requirement of the Code revision.

## What was the Supreme Court ruling on salvage value?

The Internal Revenue Code specifies that with the sum-of-the-digits depreciation method and the straight-line method. The salvage value must be subtracted from the initial cost before determining the

depreciation. The Code further says that the equipment may not be depreciated below the salvage value with the double-declining balance method.

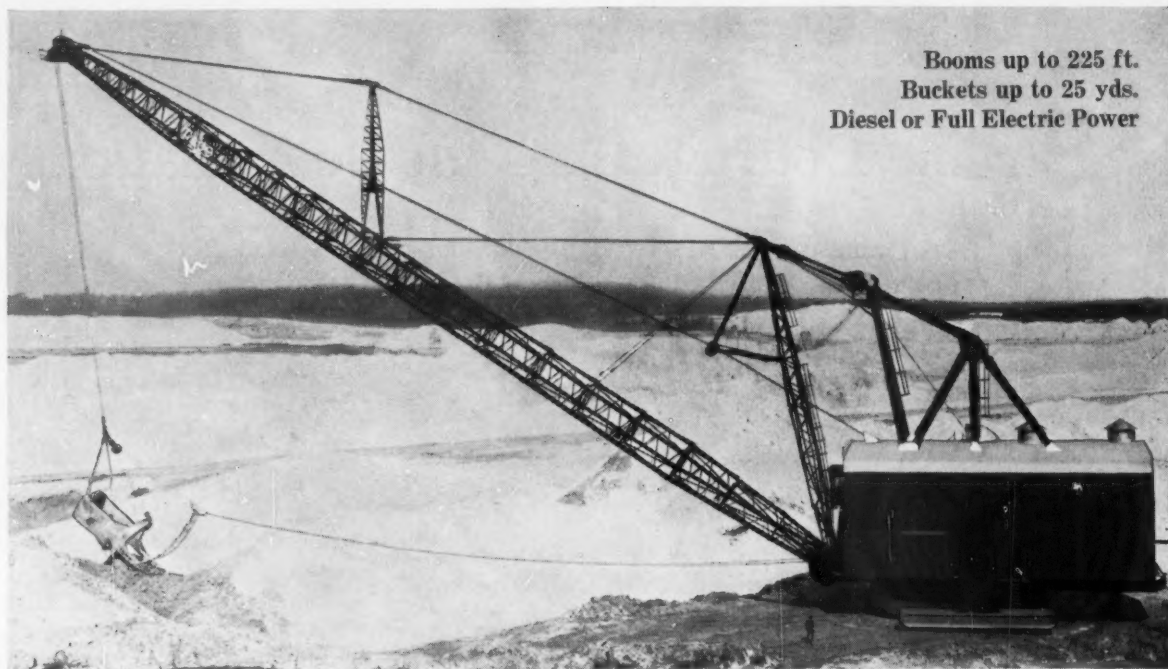
The Supreme Court has ruled in its decision that the purpose of depreciation is to permit the taxpayer to recover the part of the cost of the equipment he cannot recover through salvage.

## How does this effect tax deductions with the double-declining-balance method?

Assume the purchase of \$10,000 worth of equipment this year that has a useful life of six years. (This permits it to qualify for the special 20% deduction and for the double-declining-balance depreciation method). Also assume that at the end of six years the equipment will have a resale price (salvage value) of \$2,000. You would have these deductions from your income tax:

Cost of equipment -----	\$10,000
First-year deduction of 20% .....	2,000
Balance to be depreciated ..	8,000
1st year depreciation -----	2,667
Balance -----	5,333
2nd year depreciation -----	1,778
Balance -----	3,555
3rd year depreciation -----	1,185
Balance -----	2,370
4th year depreciation -----	790
Balance -----	1,560
5th year depreciation -----	520
Balance -----	1,040
6th year depreciation -----	347
Balance -----	693

(continued on Page 18)



Booms up to 225 ft.  
Buckets up to 25 yds.  
Diesel or Full Electric Power

**Model 735 PAGE Electric Dragline, with 220 ft. Boom and 21 yd. Bucket**  
Owned by Southern Clays, Inc., Gordon, Georgia

## **Find out the EXTRA YARDAGE you can get with a Page Walker**

Page Walkers are stripping at a profit where other machines lost money, because nothing equals the Page 700 Series for high production.

Having the fastest practical hoist and swing speeds, they are consistently out-performing slower machines in every kind of digging.

The rugged strength built into these machines is giving owners the least down time and lowest maintenance they've ever had.

Furnished with either Page V-type Diesel engine or Full Electric power.

**Get an estimate of your own stripping cost with a Page.** We'll be glad to give you figures you can depend on, based on actual records of what has been done.

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SINGLE DECK WALKING DRAGLINES



## AS A UTILITY TOOL . . . . .

the dependable 977 owned by Randolph Brothers of Clarksburg, W. Va. has been used on a wide variety of jobs in coal stripping. Building and maintaining haul roads, cleaning the pit, stockpiling and loading are typical applications. In the job pictured at the right, up to 1000 tons a day were mined from this site where the 977 was also used to move the auger used for highwall mining. Randolph Brothers selected the 977 because of its versatility, tremendous traction and balance.



## TRAXCAVATORS from Beckwith speed production in Coal Stripping

## FAST, POWERFUL AND BUILT TO LAST . . . . .

TRAXCAVATORS have proved dependability in the coal fields as well as in construction work. The Power Shift Transmission and single lever forward-reverse on the 150 HP 977 and 100 HP 955 cut seconds off cycle time. The economical 52 HP 933 has direct drive transmission with Caterpillar's exclusive oil clutch. All three track-type TRAXCAVATORS, like the 966, 944 and 922 Cat wheel loaders, are built to assure plenty of power with low operating cost. See Beckwith to learn how one of these six TRAXCAVATOR models can help keep your stripping job moving more profitably.

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## AN IDEAL LOADING TOOL . . . . .

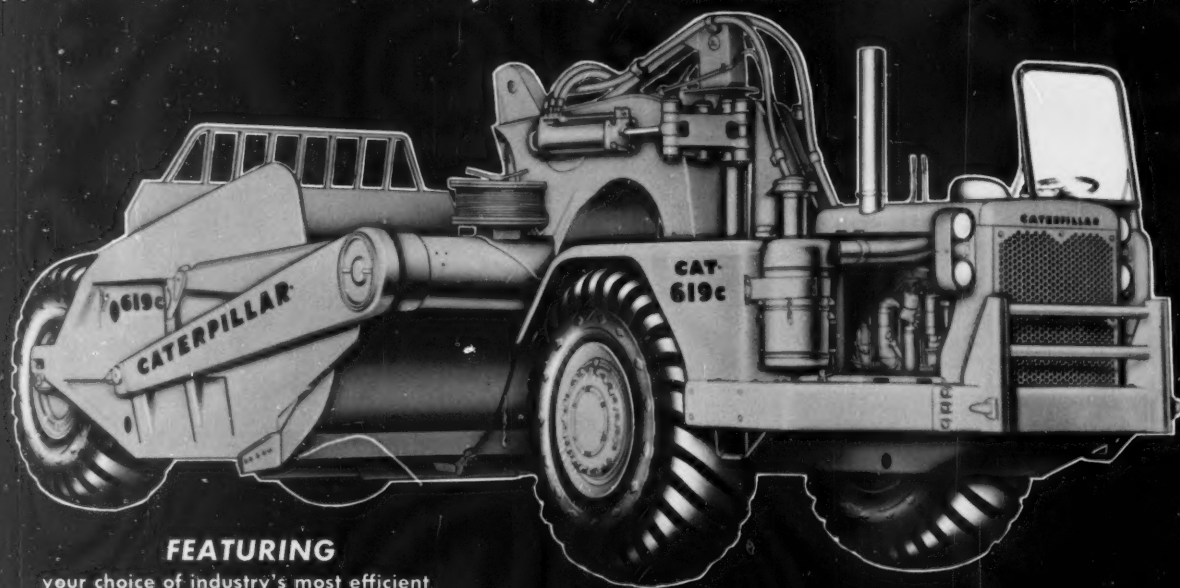
the productive 933, owned and operated by the Roman Coal and Excavating Company of Reynoldsville, Pa. not only loads coal but is used to remove shale overburden to uncover coal. The 933 consistently loads 80 to 100 six to ten ton trucks in an eight hour day. Speed, easy operation and dependability of TRAXCAVATORS pay off for this owner. . . and can produce for you too.



from your Caterpillar Dealer

# 619c

**A NEW 18 YD. (14 YD. STRUCK) TRACTOR-SCRAPER**



## FEATURING

your choice of industry's most efficient

## POWER SHIFT TRANSMISSION

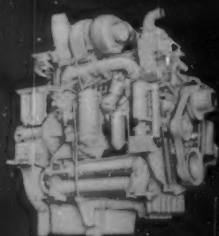
or direct drive transmission



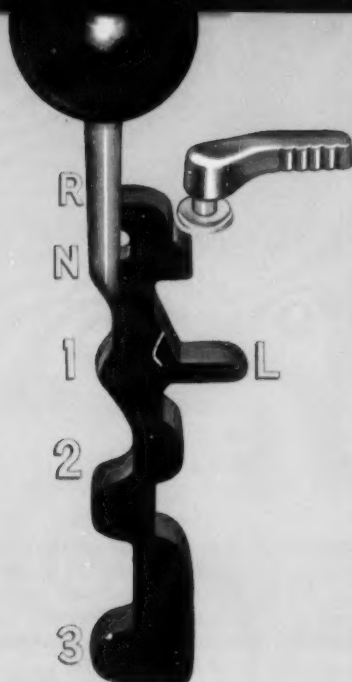
matched high-performance

## 4-CYLINDER 619c ENGINE

powerful • compact • economical



In just two years the all-job 619 has become established as the best earthmover in its class. Now comes an even more productive 619 Series C with 24% more horsepower PLUS your choice of the most efficient 9-speed power shift transmission in the industry—or 6-speed direct drive transmission! Let us show you the new Cat 619c Tractor-Scraper in action... show you how it gives top productivity and lowest cost per yard in the 18 yard (14 yd. struck) field!



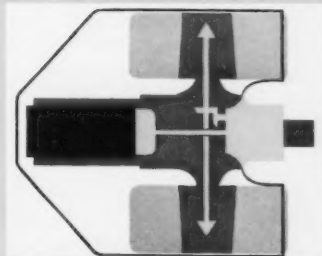
## NEW CAT POWER SHIFT TRANSMISSION

**AUTOMATICALLY ADJUSTS TO JOB CONDITIONS  
9 SPEEDS WITH JUST 3 SHIFTS**

Job-proven 619C power shift transmission operates the same as the larger 630-631 power shift: no clutch pedal—no straight stick. Just a short speed selector lever and a shifting indicator. Simply move the selector lever to any of three forward range positions and you automatically get three more speeds—for a total of 9 speeds. Shift into *Range 1*. Cat power shift transmission starts in torque divider drive (combination of 75% direct, 25% torque converter drive). As speed increases, it automatically shifts into direct drive, then on to overdrive. When conditions permit higher speeds, the shifting indicator tells when to shift up to *Range 2*. Just move the selector lever into the next notch, and the automatic progression starts over again. As job conditions vary, this transmission automatically shifts up or down to match power to the conditions. *Still available* is the direct drive constant mesh transmission for lower initial investment. This 6-speed transmission retains the features of the well accepted unit in the former model 619.

## NEW 280 HP ENGINE TAILORED TO POWER NEEDS

Designed exclusively for the 619C, this 4-cylinder engine matches proven, economical power to machine demands. Turbocharged and aftercooled, the compact, weight-saving engine develops 280 HP maximum (250 HP flywheel at 1900 RPM). Parallel porting provides straight-across breathing, dual intake and exhaust valves assure increased combustion efficiency, more horsepower per pound of fuel. Overhead camshafts eliminate rocker arms and push rods, give smoother operation.



Top view of engine and power train.

**AIR-ACTUATED CABLE CONTROL** cuts operator effort in half. Live power control works whenever the engine is running. Improved cable saver prevents breakage due to double blocking.

**NEW TIRE SIZE** (26.5 x 29, 22 PR) gives best combination of low operating costs, capacity, long life and good ride.

**UNIT CONSTRUCTION** assures easy servicing: engine, transmission, planetary final drives can be removed without disturbing adjacent components.

**MATCHED LOWBOWL SCRAPER** carries 18 yd. heaped, 14 yd. struck. Other matched trailer units available from Athey Products Corp.

SEE—CALL—WRITE US FOR COMPLETE DETAILS.

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### OHIO MACHINERY CO.

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CM-13





John Zekan, Supervisor of Used Equipment Rebuilding, assists Used Equipment Manager Walter W. Coldren in checking over scraper trade-in prior to rebuilding to place in Bonded Buy condition.

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Our used equipment is thoroughly inspected and, as necessary, properly reconditioned or repaired in our modern shops. Caterpillar-trained technicians, equipped with time-saving tools, jigs and fixtures work on these units to put them in good operating condition . . . to keep costs down . . . selling price low.

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Here's the symbol for quality used equipment in our area. It means that guarantees on the used machine you buy are backed by a bond worth up to \$10,000.

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## Fairbanks' Coal Supply and Delivery System ... The Healy Mines

Approximately one hundred miles south of the Arctic Circle and the Yukon River, lies the Fertile Tenana Valley, which includes the Metropolis of Fairbanks, Alaska, and smaller towns such as Nenana, Clear, and Healy. Seemingly cold winters do not prevent eager Miners from working because it may be seventy degrees below at times at night on your mountain top, or on the Bering Coast, but quite comfortable in the protected valleys, rimmed in by mountains like a giant cotton bowl, which the valleys resemble, soft snow falling on weeds and small trees as a cotton stalk would burst into white blooms.

Fairbanks, Alaska, a city of 12,000, has a trade area of many thousands, and farmers, dairymen, as well as coal miners, find a good market for their products at the two big bases and by retailing and wholesaling. The Alaska railroad uses coal, and the coal needs of the city of Fairbanks and the Independent School District are supplied by the Usibelli Coal Sales Corporation, whose advertisement in the telephone yellow sheets states that they have the finest coal for stoker, stove or furnace, and that their delivery is fast, economical, and prompt. Their competitor, the Suntrana Coal Company, delivers by Sourdough Express and they deliver Suntrana Oil treated, dust free stoker and lump coal. Six cars of coal per day are shipped from Healy, on the Alaska Railroad, to the Clear, Alaska, Site Power Plant, and that project grows by leaps and bounds. The buildings, cafeterias, dormitories, and offices are as immaculate and attractive as an Army Post, with similarly good-looking, eligible youngsters. Coal is used there for power production: and

compares with other fuel.

The Usibelli Coal Mines, Inc. recognized the opportunities in coal mining (second to gold mining in importance), and purchased the assets of Suntrana Mining Company, on October 6, 1960, although they do not have a monopoly they needed the new equipment in their open pit and underground mining, and they bought such properties as the tippie and trackage, the unmined coal of Suntrana, at Healy, and the modern inventions needed in the speeding of loading of coal cars and

the reducing the price of coal to a mere \$13.85, per ton of Bituminous, delivered to your door in Fairbanks, Alaska. By using some of the Suntrana employees, they gained in efficiency also.

Approximately 60,000 tons of coal a year are used at Clear, Alaska, a thriving construction project on the Alaska Railroad, with Bank Service, Employment Offices, and Bus Service too if you want to get up at 4:10 a. m. and spend \$3.50 for a ticket to Clear from Fairbanks. They employ many men, neatly



Strippings at one of the Alaska coal operations.

dressed in navy clothes, checked flannel miner's shirts, and other colorful outfits, and Clear pays very good salaries. Many of the eager beavers are sent out from the New York Employment Agencies, who collect the registratoion and other fees at that end of the line from the wives they left behind. The Healy coal mines, forty miles distant, are not exactly a gold mine, but furnish bread and butter money, giving a Cheechako a chance to look around and get a good homestead. Home-site, hunting camp, or a profitable mineral mine which can be dug up in winter, sluiced in a wooden box in the spring when the water starts running, and stake his claims if he finds any indication of minerals that would pay him to mine them, such as Gold, Silver, Copper, and other lesser known minerals, which only instruments or chemistry can detect.

The potentialities of coal production have always been recognized, such coal areas as Southeastern Alaska and British Columbia shipping their coal to salmon canneries and other markets at Pt. Barrow, both coal and oil are used, the churches sending their trucks out to the coal mines, and loading a truck of coal as needed. Some smaller towns use cut wood as at Manely Hot Springs, stuffing their coal stoves with wood, which is piled high on the front porches within easy reach. River boats burned wood too, obtaining wood from the banks as the boats traveled up the Lanana and Yukon Rivers against a 7-mile per hour current. Khaki-clad geologists and surveying engineers, following each stampede, dreamed of being able to market the enormous coal reserves, as well as jade and many other minerals, such as platinum, silver, and gold, but prices and transportation were always the drawbacks until air freight made quicker transportation possible.

Gold has not always been the lure, copper being the big thing in 1908, as described by Rex Beach in "The Iron Trail." Preachers sometimes established missions in areas

such as Knik, Cook's Inlet, an area as great as New York and among natives who had never before heard a Christian sermon preached. The territory was as remote as a foreign missionary field and any one working in the field appreciated the magnitude of the undertaking. Dog teams were used in an attempt to keep up each village's educational, religious, and community welfare work, vocation Bible schools and religious education work being stressed particularly in summer, when transportation was available, with native assistants to do the rowing of the Umiaks and Kyaks. As soon as each new strike was made churches were established to keep the men in line, one beautiful log church still serving the people of Fairbanks, and many churches which started as native missions have outgrown those churches and built beautiful new brick churches.

Bering River (anthracite) coal field is twelve miles from Katalla, near the foot of St. Elias Range of mountains. There is a harbor at Controller Bay about ten miles from the field, but it is not deep enough for the freight vessels which still come to Alaska.

The nearest deep water harbor is sixty miles away, at Cordova, Alaska. The coal is either Sub-Bituminous or Anthracite, and is of coking quality, at least in part. The coal beds are from three feet to twenty-five feet and the coal claims are classified as such if there is a coal bed of workable thickness three thousand feet from top side.

According to some estimates, the total original coal reserves of Alaska are about 107,394,000,000 tons of which 23,800,000,000 tons are Bituminous, 82,594,000,000 tons are Sub-Bituminous, and Lignite; and 1,000,000,000 tons are Anthracite. Coal-Mining development has been affected in the past by lack of transportation facilities and at present by the eminence of oil, new oil, new oil wells being drilled on the Kenai Peninsula, near Anchorage, all of the time, and even up as far North as the Nulato Field and Umiat Field beyond the Artic Cir-

cle. A total of 7,138,000 tons of coal have been mined in one year, chiefly in the fields along the Alaska Railroad. High cost of mining and shipping slow down the work, but short hauls are feasible and profitable.

The coal-bearing areas could be mapped by reconnaissance even in remote areas, but reserves tend to be under-estimated rather than exaggerated because most mining and prospecting in the United States is done along surface outcrops, and the occurrence of coal at great depth is seldom available or more than short distances from outcrops. A narrow zone a few miles wide parallel to the outcrops is usually estimated 87 per cent of the coal reserves are estimated to be 1,000 feet from the surface outcrop. As exploration expands, reserve estimates could be corrected; the information about the thickness and kind of rocks between coal beds being very small and correlations between different coal beds being difficult to confirm. Outcrops are reliable, and geologic mapping with much tramping around to confirm and add to previous data is constantly going on, with air bourne instruments adding accuracy to previous estimates.

"Kachemak," which is an Aleutian word meaning Smoky Bay and was used by the Aleutian Indians to describe the smoke which rose from smouldering coal seams jutting from clay bluffs of the upper north shore of Homer Bay, and from cliffs fronting Northwest toward Anchor Point. In those early days when there were many more Indians than the few thousand Aleuts now intermixed with whites, many of the exposed coal seams were slowly burning. Although who started the hillside fires was guesswork. To-day these bluffs along the new highways to Ninilchik drop huge fragments of Bituminous coal, so that homesteaders and fishermen from the beaches can lay in a good supply of coal from the hillsides. This is better known as the Cook Inlet Lowland, and coal deposits are plentiful on the western part of Kenai Peninsula, North of Kache-



mak Bay. This is a very popular area, and as those well-satisfied homesteaders proclaim: "you do not have to spend much money bulldozing the twenty acres for cultivation of your tract, nor do you lack for coal outcrops, fish from the bays where salmon come in nets not cans, and even gold panning becomes popular in some years when production lessens, and there are always marketable christmas trees." The coal beds are only slightly folded and faulted, and are about three feet to six feet thick, are of Sub-Bituminous and Lignite, ranging from a brownish hue to black, and reserves are large and near tidewater.

Another coal basin is the Susitna River Basin, where the Strata is exposed in many scattered areas of the Susitna Basin and presumably extends over large areas beneath the glacial mantle and stream gravels, which cover this homesteading basin, almost as popular but not as publicized as the Kenai Peninsula, but if new homesteaders cannot find a good place on the Kenai, they can be just as happy in the more secluded Susitna River Basin, North of Anchorage, a country where you might live for months without seeing but one or two neighbors, where some live in tents all of the time except for a few months in winter when they go into Anchorage, and where groceries are dropped by friends. There is a mine on Costello Creek, which produces some coal and the Houston and Broad Pass Mines. This coal is of a lignitic quality, even Sub-Bituminous, and from four to eight feet thick, but of limited extent. The known reserves are limited, its quality is not Anthracite and not on the Beaten trail, but is sufficient for local use, even though the more productive Matanuska Valley is not too far away.

Nenana is a popular town near Fairbanks, where dog teams formerly went into the bush for furs and where river boats started northward for newer gold fields, and many a nugget has been found on such creeks found along that waterway, as well as beautiful furs

brought in by hunters during the season for fur buyers to inspect as they pulled the marten, mink, lynx, beaver, otter, and foxes out of their fur bags. This area also has good tertiary coal beds, which lie along the Alaska range in a broad continuous area, between Toklat River and Jarvis Creek. The Alaska Railroad crosses the field in the middle and the Richardson Highway traverses the eastern part. The second largest coal mine in Alaska, the famous Suntrana Coal Mine, is a good producer, averaging 100,000 tons. This coal runs from lignitic to sub-bituminous and is found in beds ranging from a few feet to fifty feet. Of course, the beds have to be three feet (lignite) thick to be considered; two feet (sub-bituminous) thick to be estimated; and fourteen inches if bituminous or the really good grade of anthracite.

Specific gravity is 1.3, or a weight of 1,770-tons per acre foot, coal of any rank, and coal to a depth of 3,000 feet was estimated, subject to reappraisal. This field has enormous reserves and the beds are steeply dipping as well as gently sloping.

Carboniferous age coal is found at Cape Lisburne on the far arctic coast of northwestern Alaska, and on the upper Yukon River at the beginning of the Nation River.

Cretaceous age coal is located principally in northwestern and west central Alaska above the Yukon River, and the smaller deposits of the Alaska Peninsula.

Tertiary coal beds can be located on the north flank of the Alaska range, both east and west of Nenana River, the Matanuska Valley, the west side of the Kenai Peninsula, and along the Bering River north-east of Katalla.

The Matanuska coal is from the Chickaloon formation of tertiary era, sediments of argillaceous and sandy layers having been deposited more than five thousand feet thick, overlain by conglomerate. The beds are folded and faulted slightly in the western part of Matanuska field, but the eastern part of Matan-

uska field has complex folds. It is crushed and faulted, and igneous intrusives in increasing numbers have penetrated it. The twelve coal beds in the western part have coal from two to six feet thick, but sometimes as much as twenty feet thick. The eastern field is not so well known because its structure is complex. The western beds of Matanuska coal field are bituminous and not of coking quality, but the eastern part is of higher grade and partly coking quality of high-grade bituminous and some anthracite. The Wishbone Hill district between Eska and Moose Creeks has large reserves that are undeveloped. Mining costs increase as faults occur and expert direction results in mining at a profit.

Since coal is one of the most important, next to oil and gas, sources of energy available to-day, it behooves us to realize that we have used up many resources since oil was discovered on Titusville, Pennsylvania, August 27, 1859 and after our reserves are depleted a transition to other energy sources such as atomic energy, solar energy, earth heat, and tides, may be the answer, and Usibelli Coal Company, Inc. will have additional employees besides the one office boy at their front building and office manager and rough-neck at their brick, flat-topped sales office.

The reserves of Alaska, however, like those of the Canadian shield are almost inexhaustable, because of great distances from transportation facilities, and being remote are not so well known to developers and people in the market for coal, who have no trouble shipping from the old beds. The lesser known coal fields of Pt. Barrow, northwestern Alaska, Kobuk River, Seward Peninsula, Yukon River Territory, Chignik Bay, Herendeen Bay, Unga Island, and Kootznahoo inlet are part of the reserves. Considerable mapping keeps apace, but the hexagons of perma-frost are more familiar to mappers than outcrops, which are of low quality and limited size, and such reserves are not likely to be exhausted.



Caterpillar D-9 tractor pushing overburden off "C" seam. Note big load.



## Stripping Coal

Stripping coal with tractors is a controversial subject. In Ohio and Pennsylvania strippers have economically moved more than 50 feet of overburden off coal with tractors.

Mr. S. C. Monnie, who is operating at Rochester Mills, in Central Pennsylvania, has used tractors, exclusively, for stripping since the Caterpillar D-9 tractor was introduced to the industry in 1956. Mr. Monnie has had many discussions about advantages of stripping with tractors in preference to shovels or draglines. He never did and does not now claim that shovels and draglines do not have their place in coal stripping, but he continues to

Side view of tractor pushing load. Left shows view of first cut made with early model of the D-9 tractor.





Tractor pushing big load all the way to spoil bank.

## With Tractors

do his stripping with tractors because his costs favor tractors, including restoration to original farm land status.

The principal seam of coal being stripped by Mr. Monnie is the Central Pennsylvania "C" seam, averaging 28 inches thick. The "C" Prime seam of coal, 30 inches thick, is present over some of the property and lies about 45 feet above the "C" seam. When both seams are stripped, up to 55 feet of overburden is moved with tractors. Backfilling to the original contour of the land is done with the same tractors and the land is immediately planted in wheat.

Highwall of "C" seam running about 45 feet high, in area where "C" Prime seam is also present, upper right corner. Note clean cut of highwall, no overhanging rock, a dream for coal augers.





### Supreme Court Ruling On Depreciation

(continued from Page 7)

Now, if at the end of six years, you sell this equipment for \$2,000 (the estimated salvage value when purchased), you would have a long-term capital gain of \$1,307. This would be taxed at the lower long-term capital gain rates.

However, the Supreme Court decision on salvage value does not permit this. **You cannot depreciate below the resale price or salvage value.**

Thus, in this example you could take the depreciation deductions listed for the first, second and third years. In the fourth year, however, you could only deduct \$370 instead of the \$790. This would take your deductions down to the point of the salvage value instead of below this

point. And, in the fifth and sixth years you could take no depreciation deductions on this equipment.

### Can a taxpayer now using a longer life change to a shorter useful life?

Many taxpayers have been using the suggested useful life terms suggested in the Internal Revenue Service's Bulletin "F". Yet, in many cases this is longer than the equipment is owned and the depreciation deductions do not recover the difference between the cost and the salvage value of the equipment when sold or traded.

On the basis of the Supreme Court decision, it would seem that you would have legal support if it is your usual practice to sell or trade before the end of the equipment's physical useful life. Check with

your accountant or tax consultant about the possibility of getting a tax refund for past years.

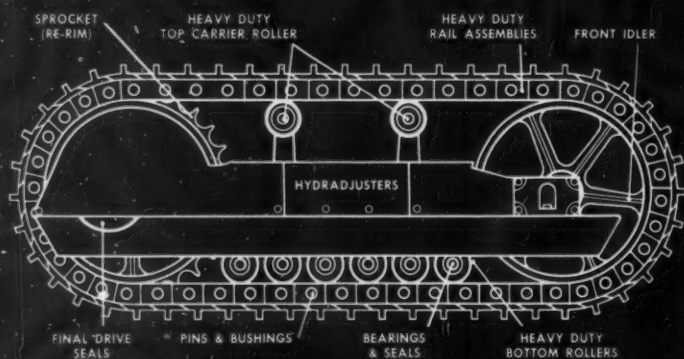
### What will happen if I keep equipment longer than usual or anticipated?

From an income tax standpoint, there is probably little that will happen unless there is evidence that you were not honest in your anticipation. But, with all of the modern improvements in equipment, the chances are better that you will need to or want to sell or trade quicker to maintain your position with competition.

● Golf clubs, fishing tackle and a computer? They don't go together, you say? They will, vacationing business men in the 1970's will carry along a computer console just slightly larger than a portable radio. By plugging the unit into a standard telephone outlet and dialing a code number, the executive will be put in instant contact with his company's master data processing system. He can then handle his daily work routine from a north woods fishing shack, a golf club terrace or a beach cabana.

Except for size of the equipment and teaching business executives in its uses, there is no component of this system which is not in operation or advanced development today.

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Drills holes faster. Will not snap off shank or chip points. Outlasts four or five ordinary augers.

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## JOY EQUIPMENT—REBUILT

- 3—Joy 14BU 9AE Super Loaders — 26" Hi — New 1958.
- 2—Joy 14BU Loaders, low pedestal, 7AE, 1956 & 57.
- 4—Joy 14BU Loaders, medium pedestal, 7RBE.
- 4—Joy 14BU 7CE high pedestal loaders.
- 4—Joy 14BU 3PE Loaders.
- 2—Joy 12BU Loaders complete with Piggybacks.
- 2—Joy 12BU Loaders, 9E latest type 250 V. DC.
- 3—Joy 12BU Loaders, 220/440 Volt AC.
- 1—Joy 20BU Loader, latest type.
- 4—Joy 11BU Loaders, latest type.
- 1—Joy 8BU Loader, 34" overall height.
- 1—Joy 8BU Loader 220 V. AC.
- 1—Joy curved Bar Head for 14BU, complete.
- 6—Reliance 24-J Motors, 7½ H.P.
- 4—Reliance 38-J Motors, 10 H.P.
- 4—Reliance 40-J Motors, 15 H.P.
- 2—Reliance 9-J Motors, 4 H.P.
- 2—Goodman 660 Loaders on Crawlers, 440 V. AC. like new.
- 1—Goodman 660 Loader on Crawlers, excellent 250 V. DC.
- 1—Goodman 665 Loader on Crawlers, latest type 250 V. DC.
- 1—Goodman 865 Loader, 26" hi. Rebuilt. 250 V. DC.
- 4—Joy 8SC Shuttle Cars, rebuilt.
- 5—8SC Shuttle Cars, as removed from service.
- 4—Joy 6SC Shuttle Cars, rebuilt, latest type.
- 6—Joy 6SC Shuttle Cars, as removed from service.
- 1—Joy 5SC Shuttle Car, Excellent.
- 1—Joy 32E9 Shuttle Cars.
- 2—Joy 32E10 Shuttle Cars, rebuilt.
- 6—Joy 32E15 Shuttle Cars, rebuilt.
- 4—Joy 32E16 Shuttle Cars, rebuilt.
- 10—Joy 42E16 Shuttle Cars, rebuilt and as is.
- 1—Joy CD-22 Drill, on rubber, like new.
- 6—Joy T-2-5 low pan Crawler Trucks, rebuilt.
- 1—Joy T-2-6 low pan Crawler Truck with reel.
- 2—Joy T-1 Standard Crawler Trucks, 220 AC.
- 1—Joy T-1 Standard Crawler Truck, 250 DC.
- 4—Joy 11-B Cutting Mach., like new, 35 & 50 HP.
- 4—Joy 7-B Cutting Machines, like new, 250 and 500 Volt.
- 4—Goodman 212 Cutting Machines, 19" high.
- 2—Goodman 212 Cutting Machines, 17" high.
- 2—Goodman 412 Cutting Machines, 19" high.
- 1—Goodman Machine on Crawler, 31" high. All hydraulic.
- 6—Goodman 512 Machines with Bugdusters, rebuilt and as removed from service.
- 6—Goodman 612 Cutting Machines, 250 & 500 volt.
- 1—Jeffrey 70 URB rubber tired Cutter. Universal head, perfect condition.
- 1—Goodman 3410 Rubber Tired Cutter, Universal head, like new.
- 2—Joy 11RU Rubber Tired Cutters with Bugdusters. Universal heads, dual tires, like new, 250 V. DC.
- 1—Joy 10RU Rubber Tired Cutter, Universal head. 220/440 V. AC. Perfect.
- 4—Joy 10RU Rubber Tired Cutters, Universal Head, 250 V. DC. Rebuilt or as is.
- 6—7AU's on track, Universal head.
- 2—Jeffrey 29UC Cutting Machines, Universal head, cuts anywhere in seam, 38" high, on Crawlers, 250 volt D.C.
- 4—Jeffrey 29LC on Crawlers, rebuilt or as removed from service.

## LOCOMOTIVES

- 1—Goodman 6 ton, 93-A, 27" high, armor plate frame.
- 1—Jeffrey 15 ton MH-77 locomotive, armor plate frame.
- 7—Jeffrey, 13 ton, type MH-110, 36", 42" and 44" ga.
- 2—Jeffrey 10 ton, type MH-110, 42" and 44" ga.
- 2—Jeffrey, 10 ton, type MH-78, 42" and 44" ga.
- 2—Goodman 8-30 and 10-30 Locos., 26" above rail.
- 1—Jeffrey MH-150, 6 ton, 26" overall height, rebuilt with reel.
- 12—Jeffrey, 6 ton, type MH-88, 42", 44" and 48" ga.
- 4—Jeffrey, 8 ton, type MH-100 2½" armor plate frames.
- 3—Jeffrey, 4 ton, type MH-96, 42", 44" and 48" ga.
- 1—G.E., 4 ton, type 825 Locomotive, 22" high.
- 10—G.E., 6 ton, types 801, 803, 821 Locomotives. 42", 44" and 48" ga.
- 1—G.E., 8 ton, type 822 Locomotive, 44" ga.
- 1—G.E., 10 ton, type 809 Locomotive, 42", 44" and 48" ga.
- 2—G.E. 13 ton, type 829 Locomotives, armor plate frames.
- 1—Goodman 91A Locomotive, 8 ton, 26" overall height.
- 2—Goodman, type 33, 6 ton, 44" and 48" ga.
- 2—Westinghouse type 902, 4 ton, 42" and 48" ga.
- 1—Atlas Battery Locomotive, 36" ga.
- 1—Atlas Trolley Locomotive, 4 ton, 24" high.
- 2—Westinghouse, type 904, 6 ton, 44" and 48" ga.
- 2—Westinghouse, type 906, 44" and 48" ga.
- 2—Westinghouse, type 907, 10 ton, 44" and 48" ga.

- 3—Westinghouse 908, 13 ton, Locomotives, 42" and 48" ga.
- 8—Jeffrey MH-78 Locomotive Units, cheap.
- 4—Jeffrey MH-88 Locomotive Units, real bargains.
- 6—Jeffrey MH-100 Locomotive Units, reasonable.
- 3—Plymouth Diesel Locomotives, 8 and 10 tons, 42" and 44" ga.

Locomotive Trucks & Spare Armatures for the above.

## TIPPLE EQUIPMENT

- 1—All Steel 5 Track Tipple, new 1957, complete with washer, silo, oil treating system, all bolted construction.
- 1—Complete Five Track Tipple with Washers and Air Tables.
- 1—Complete stoker plant, all steel.
- 2—Complete Tipples, 3 & 5 track, steel and wood.
- 3—Cleaning Plants, 1 ea. McNally, Roberts and Schaefer, Jeffrey Washers and Air-Flo Tables.
- 4—Complete Aerial Trams for coal or refuse.
- 3—Complete Rope and Button Lines.
- 2—Monitor Lines complete with Drums, excel.
- 1—Allis-Chalmers 5 x 12 Rippflo Vibrator.
- 1—Allis-Chalmers 4 x 12 Low-Head Vibrator.
- 1—Robins Gyrex Vibrator, 4 x 10.
- 10—Belt and Apron type Loading Booms.
- 6—Shaker Screens.
- 1—Robins Car Shakeout.
- 1—Gundlach Crusher, like new.
- 20—Crushers, various sizes—Jeffrey, Link-Belt, McLanahan & McNally.
- 4—Mine Scales, 10 & 20 ton.
- 5—Truck Scales, 25 to 40 ton, late type.

Feeders, Belt and Drag Conveyors, Car Retarders.

## CUTTING MACHINES

- 1—Joy 10RU Rubber Tired Cutter, Universal head, 220/440 volt AC, Perfect.
- 3—Joy 10RU Rubber Tired Cutters, Universal head, 250 V. DC, as is or rebuilt.
- 2—Joy 11RU Rubber Tired Cutters, 250 V. DC. rebuilt.
- 1—Goodman 2410 Rubber Tired Cutter. Universal head, new 1958, Excellent.
- 2—Jeffrey 29UC Universal Machines on Crawlers
- 1—Goodman on Crawlers, 31" overall height.
- 4—Baby Goodman 212's, rebuilt. 250 V. DC.
- 2—Goodman 312 Cutting Machines, 17" high.
- 3—Goodman 412 Cutting Machines, 19" high.
- 6—Goodman 512's with Bugdusters, like new.
- 4—Goodman 512's, rebuilt, or as removed from service.
- 6—Goodman 612's—250 & 500 Volt.
- 3—Goodman 112's, 220/440 Volt A.C.
- 4—Joy 7-B Cutting Machines, 250 and 500 Volt.
- 4—Joy 11B Cutting Machines, rebuilt, 35 & 50 H.P.
- 6—7AU's, on track, Universal head.
- 10—Goodman 12AA's and 112AA's, 220 V. D. C.
- 2—Goodman 324 Slabbers.
- 2—Goodman 724 Slabbers.
- 2—Goodman 824 Slabbers.
- 6—Jeffrey 35L's, like new, 250 V. D. C. 17" high.
- 2—Jeffrey 35L's, on low vein trucks.
- 2—Jeffrey 35L's, 220/440 A.C.
- 3—Jeffrey 35BB's 220/440 A.C.
- 15—Jeffrey 35B's and 35BB's 250 V. D. C.
- 2—Jeffrey 29B's on track.
- 10—Jeffrey 29C's track mounted.
- 2—Jeffrey 29L's, on Crawlers, Excellent.
- 4—Sullivan CEF, 220/440 V. AC.

## CONVEYORS

- 2—Joy 1200 ft. Belt Conveyors 30" "Limberoller," like new.
- 1—Each 30" and 36" Joy 1000' extensible belt, latest type, like new.
- 1—Goodman 97HC 30" Rope Belts, 1000' perfect, With or without rubber.
- 4—Jeffrey 52-B tandem drive 30" and 26" Belt Conveyors, 600' to 2000'.
- 1—Jeffrey 52-B tandem drive 26" Belt Conveyor.
- 1—Joy 30" Underground Belt Conveyor. Excell.
- 1—Goodman 97-C, 30" tandem drive.
- 1—Robins 38" tandem drive, with or without motor.
- 5,000'—52-B Belt Structure 30".
- 1,000' Conveyor Belt, 42".
- 1,500' Conveyor Belt, 36".
- 2,000' Conveyor Belt, 30".
- 1,000' Conveyor Belt, 26".
- 8—Jeffrey 61AM 12" Chain Conveyors, 300'.
- 2—61WH Elevating Conveyors.
- 2—61WH 15" Room Conveyors, 300'.
- 2—Joy 15" Room Conveyors, 300'.
- 2—Joy 20" Conveyors, 300'.
- 4—Joy Ladel UN-17 Shakers.
- 10—Goodman G-12½ and G-15 Shakers.
- 1,000' Goodman 18" Flat Belt Conveyors, tandem drive any length, Perfect.

## CONVERTORS AND DIESEL PLANTS

- 2—500KW G. E. Stationary Rectifiers.
- 4—1,000KW Stationary Rectifiers.
- 2—100KW. G. E. TCC-6's, 275 V., Rotary Converter.
- 1—150KW. G. E. HCC-6 275 V., Rotary Converters.

- 1—150KW. 6 phase, Allis-Chalmers Rotary Converter, 275 V. D. C.
  - 2—200KW G. E. HCC-6's, Rotary Converters, 275 V. D. C. Steel frames, Newly rewound.
  - 3—300KW G. E. HCC-6's Rotary Converters, 275 V. D. C. Like New.
  - 2—300 KW West., 6 phase, Rotary Converters. 275 V. D.C.
  - 2—500KW. West. Rotary Converters, 275 V. D.C.
  - 1—200KW West. Rotary Converter, 275 V. D.C. Newly rewound.
- (All the above with 6900/13000 and/or 2300 /4000 primary transformers).
- 1—50KW MG Set.
  - 1—100KW MG Set, 275 V. D.C.
  - 1—150KW MG Sets, G. E. and West., 275 V.D.C.
  - 2—200KW MG Sets, West., rebuilt, 275V. D.C.
  - 1—200KW MG Set. G. E. perfect, 275 V. D.C.
  - 2—300KW G.E. MG Sets, like new.
  - 3—300KW Westinghouse MG Sets, 275 V., rebuilt.
  - 1—300KW West. 600 volt MG Set, rebuilt.
  - 2—300KW Westinghouse, 600 volt, 6 phase. Rotary Converters.
  - 2—500KW Westinghouse, 600 volt, D.C., 6 phase. Rotary Converters.
  - 2—300KW HCC-6's, Rotary Converters, 6 phase. 600 V. D.C.
  - 1—GMC-471 Diesel with 60KW, 250 V. D.C. Gen.
  - 3—GMC-671 Diesels with 75 & 110KW, 250 V. D.C. Gen.
  - 1—100KW Natural or LP Gas Engine with Generator.

## LOADING MACHINES

- 16—Joy Loaders, 14BU, 12BU, 8BU, 11BU, 20BU.
- 5—Joy 12BU9E Loaders, 220/440 V. A.C. Excellent.
- 3—Joy 12BU9E Loaders, latest type.
- 2—Joy 12BU with Piggyback Conveyors.
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- 1—Goodman 665 Loader, on Crawlers, rebuilt.
- 2—Goodman 660 Loaders, 440 V. A.C. perfect.
- 1—Goodman 660 Loader, on Crawlers, 250 V. DC.
- 1—Goodman 460, on track, rebuilt, all hydraulic.
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- 3—Jeffrey L-500 Loaders.
- 2—Myers Whaley, No. 3 Automatic Loaders.
- 2—Clarkson Loaders, 26" above rail.

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- Battery Supply Tractors, Rubber Tired.
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- 1—Joy self-propelled rubber tired comp., 240 cu. ft.
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- 6—MSA Rock Dusters.
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- 90—Mine Cars, drop bottom, 44" ga.
- 50—Mine Cars, drop bottom 48" ga.
- 100—Mine Cars, 18" high, end dump, 44" ga.
- 300—Mine Cars, end dump and drop bottom, 20" high, 48" ga.
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- 1—Brown Fayro Hydraulic Car Spotter.
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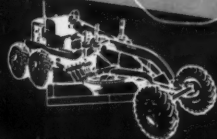
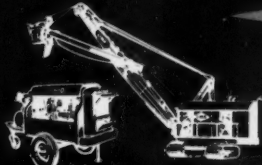
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